

THE REPORTER

VOL.13 NO.1

SERVING THE COMMUNITY OF PORT DALHOUSIE SINCE 2005

SPRING 2018

Part One

The Port Dalhousie Secondary Plan

Remarks to St. Catharines City Council regarding the Secondary Plan on behalf of the Port Dalhousie Conservancy

Dear Mr. Mayor and Members of Council:

As a Conservancy we greatly appreciate all the work that has gone into the Secondary Plan for this highly complex area. However, we also believe that given the significance of it and all the proposed developments, it should not be rushed. There is a mountain of paper available to us that I suspect 98% or more of the people here and at home have not read, but likely would have an opinion on. In spite of the plethora of professional reports, we still lack real knowledge or understanding of what the future prospects are for the Heritage District of Port Dalhousie.

Given that we have four proposed condo developments, with a total of approximately 440 units in close proximity, what the City Councillors need to be concerned with is the impact of these developments as a whole will have, not individually, but collectively. Port Dalhousie has to work in terms of public access, traffic, parking and density when all is said and done. We need and deserve a comprehensive approach to planning, taking into account the unique characteristics of this historic lakeside village, the pride of St Catharines and the Niagara Region.

The Secondary Plan should drive the developments; the developments

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Piers Funding Approved!

The approximately \$33-million dollar project is earmarked as part of the Federal Budget



Finally, some good news for Port!

Photo: T. Lee Kindy

Port Dalhousie Residents, I want to take this opportunity to thank the Port Reporter for the chance to update the community on the important work that has taken place in Ottawa over the past several months, and to provide a brief update on the positive news many of you have now become aware of.

As has been evident on social media, The Mayor and I have been hard at work during several of his trips to Ottawa, meeting with officials at the Prime Ministers Office, Finance Canada and the Department of Fisheries and Oceans. All regarding the current status

of the Port Dalhousie Piers and possible solutions to funding their revitalization. During these meetings, our message was clear and simple - the piers are essential to the revitalization of the Port Dalhousie area, they must be repaired sooner rather than later, and that we expected the federal government to find the necessary funding to accomplish these goals.

I am pleased to say that our deliberate and targeted lobbying strategy was successful. As, Finance Minister Bill Morneau rose to deliver his Budget 2018 speech, I flipped carefully

through the budget document. On page 121 I was pleased to see two very important items for our community: The first, a commitment by the federal government of \$250 million to revitalize small craft harbours throughout Canada, and secondly, a direct commitment to revitalize both the east and west piers. This is a huge win for our community!

I am extremely excited for this commitment to our community to finally take physical shape. The heavy lifting has been completed, however we have much more work to do. For my part, I will continue to speak on

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Comments on The Port Dalhousie Secondary Plan

Continued from front page

should not drive the Secondary Plan. It is highly unfortunate that the development applications are already filed, for it deprives the community of the opportunity to adopt a considered, effective and sensitive plan for Port Dalhousie. On reviewing the draft Secondary Plan it's obvious to any reader that it is heavily influenced by these proposed multiple developments. It appears to be overly accommodating to the proposals rather than following and implementing good planning practices.

Our concerns begin with height, for two important reasons. First of all because the public would like any new developments to enhance the low-rise views of the community and not overshadow the remaining historic architectural built form. We have so little architectural history left in St Catharines, and Port Dalhousie is recognized as one of the best-preserved canal villages in the world. To overshadow the remaining heritage buildings with a 14-storey condo development will destroy any

semblance of the village feel and rob it of its intimate human scale. It is interesting to note that Council approved a 4-story height limit for the Yates Street Historic District, yet in Port Dalhousie, the largest condo project is proposing a height of 14-storeys.

Secondly, in 2003 Port Dalhousie had a clear 3-story height limit as part of the Port Dalhousie Neighbourhood Plan. The Secondary Plan as presented tries to downplay this fact and perpetuates the myth that 17 storeys is essentially pre-approved because of the original OMB decision. The fact is that the 17-storey height approval by the OMB was tied to very specific elements of the proposal such as the construction of a

"The OMB made it clear that these elements were essential to transform Port into a tourist/retail destination to energize the economic vitality of the heritage district. Only in exchange for these amenities were they allowed 80 condos."



Hank Beekhuis
President,
Port Dalhousie Conservancy

boutique hotel, substantive retail floor space, a re-paved parking lot and a large theatre. The OMB made it clear that these elements were essential to transform Port into a tourist/retail destination to energize the economic vitality of the heritage district. Only in exchange for these amenities were they allowed 80 condos. With the latest proposal, the revitalization amenities have been removed. It now features 220 condos in a high-rise only 6 metres less in height. There is much more mass, no hotel, no theatre, and no paved parking lot. Essentially it is nothing more than just another condo tower.

The Secondary Plan also proposes 8 storeys in the harbour area and 6 storeys in the commercial

core. The 8-storey height limit in the harbour area has no public support in any of the summaries of public input I have read.

The mystery of the 8-storey option can be found in the Brooks-McElroy draft of 2012 where it was floated as one of three options, and even they acknowledged that the public was opposed. This report was never considered by City Council. When you examine the history of the 8-storey proposal from the original source document, it recommends a declining height limit toward the harbour - relative to the Lincoln Fabrics building - not the entire area.

We feel that the height for the entire Secondary Plan area should be no higher than Lincoln Fabrics, which is twice the height limit of the remainder of the district. This should be adequate for all the developments. Height drives volume, and volume drives infrastructure/ parking and traffic requirements. ■

PART 2 will be published in the next issue of the Reporter



The view from our chair

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Tell Us Your Story

A New Feature Highlighting the Lives of Life-Long Port Residents

Kay Winterbottom, nee Reilly, is a Port Girl through and through. Except for one year following her marriage to Ron in 1954, she has lived in Port since her birth in the early 1930s.

Kay's father, Bob Reilly, moved to Port from Scotland before World War I. A bit earlier, his two sisters had come to work at the Rubber Factory and soon after, Bob came to work at the Muir Dry Docks. Most Port residents at the time worked at one of those two places, or at the Canadian Cannery, (located in the area beyond the current Ontario/Lakeshore intersection, as well as in the current Lions' Centre) or at the Nubone Corset Company, located on the Corner of Main and Brock Street. Kay's dad served in the Canadian army during W.W.I, but returned to Port after the war and again worked at the Dry Docks. He also served as Fire Chief for the Port Dalhousie Volunteer Fire Department for 25 years. Later, he worked for GM and didn't quit until he was 73. In all that time, he never owned a car or learned to drive.

There weren't many cars in Port in Kay's childhood, although there were a few trucks that made deliveries



Ron and Kay Winterbottom

to the stores. When asked what was the primary mode of transportation in Port in her childhood, Kay responded immediately, "The streetcar . . . and walking!" Kay fondly remembers taking the trolley "uptown" (to St. Catharines), saying it was a fun event: "Everyone on the streetcar knew each other and there would be much socializing on those trips."

And Kay remembers walking "everywhere all over town." It seems that in those days, most things needed

for life could be found right in Port. In addition to a convenience store run by Mr. Parkins, there were a number of stores which sold food supplies: the Latcham's Groceries, (located in what is now Johnston Insurance), The Red & White Store (currently the bowling alley), Community Groceries on Gertrude Street run by Frank & Pauline Zonc, Newman's "Ice Cream, Etc.", Scott's Butcher Shop, Bob Douglas's Bakery, McMahon's Dairy, as well as the Murphy Building which provided for those on the ships. There were two barbers, a shoe repair, a watch repair, a Chinese Laundry, and Erskine's Drug Store. There was the Bank of Commerce, and across from it, Elsie Stanton's Dress Shop for ladies' wear (in what was recently the Spice of Life Restaurant). And there was a Cec's Taxi Service located on the corner now housing the Kilt & Clover.

Kay lived on Queen Street (now Dalhousie Ave) with her parents and five siblings. Her Grandma Reilly and two aunts lived next door. She remembers walking to the bank on payday with her dad's cheque. She would stand in

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Piers Funding Approved!

Continued from front page

the budget in Ottawa and support it's passage into law. After the budget passes, I will continue to work with Mayor Sendzik, Councillors Garcia and Williamson and the rest of council to begin the process for revitalization and divestiture of the Port Dalhousie piers.

This process has taken more time than initially thought to bring to completion, but the significant announcement in the Budget shows the governments commitment to Port Dalhousie and St. Catharines, we can finally see the light at the end of the tunnel!

As always, should anyone in the community have any further questions or concerns regarding the piers or any federal matter, please do not hesitate to visit my office at any time!

With best wishes,

Chris Bittle
Member of Parliament,
St. Catharines

THE REPORTER

The Port Reporter is a not-for profit, all volunteer community information newspaper published by the Port Dalhousie Conservancy since 2005. The paper focuses on issues related to the St. Catharines waterfront, the conservation and celebration of Heritage in Port Dalhousie and across the City. It also encourages residents to work together to improve our community environment.

It is currently published quarterly, usually in March, June, September and December. Normally 2,500 copies are delivered to homes in Old Port and surrounding area in Port Dalhousie ward. It can also be found at Avondale, City Hall, public libraries and in various local business establishments.

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Help the Reporter thrive and grow by making a financial donation. Checks can be made out to the Port Dalhousie Conservancy, 600 Ontario Street, P.O. Box 28049, St. Catharines, ON L2N 7P8. With regret, tax receipts are not available at this time.

Please send contributions for future issues to editor.portreporter@gmail.com. All submissions are subject to a review including both editorial approval as well as copy editing for grammar etc...

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Tell Us Your Story

Continued from page 3

line to wait for it to be cashed, and then return to her family home to give the cash to her mom. There was no concern for her carrying out that task as a child, Kay says: "We had no crime here then." For mail, Kay would also be sent to the Post office two or three times a week ("Somewhere near where Mackie's is now") as there were no home deliveries then. But Sammy Smiley and his horse, Rachel, delivered bread to the homes, and fresh milk was delivered by horse and wagon from McMahon's Dairy (located where Sculler's subdivision is now). Kay remembers the Dairy deliveryman would sometimes like to stop for a beer at the hotel on Lock Street when he finished his route, and horse and wagon would go back to the dairy by themselves.

Store deliveries were sometimes also made by teenagers on bicycle, and Kay's husband, Ron, delivered groceries that way from the Red & White Store when he was 12 or 13 years old. There were no egg cartons, so, for delivery, fresh eggs were wrapped in tissue paper frugally taken from the oranges, and then carried in the bicycle basket.

In those days, Kay says, "everyone knew everyone". The families were large and there were many, many children in Port roaming happily throughout the village. Few people went on vacation in those days, but summer days were spent in Lakeside Park, where they would enjoy the water, which seemed shallow ("We could walk out a long ways"), and there were lots of activities to enjoy including baseball games to watch in the ball diamond. Kay also loved to watch others going down the large wooden slide, but because her mother felt it wasn't safe she only

tried it once herself and remembers that experience as not a good one: the slide was not wet and "it hurt!!" She never tried again. But she did enjoy carousel rides, as well as other games and rides that were on the midway. One ride was called the caterpillar, and after a ride ended, she and the other kids would run under it to see if anyone lost money out of their pockets. There were jobs for teenagers in the Park, to run the rides and games, to deliver hot water for tea and coffee, to work at the restaurant and Mrs. Mannings' burger

stand. Kay remembers the smell of onions and burgers as a constant at the Park.

During the winter, there seemed to be lots of snow, and Kay remembers sledding down "Johnson hill," as they called the end of Canal Street, into Lock Street – there were not enough cars to make that unsafe. She also remembers watching the ships being repaired at the Muir Dry Docks during World War II. She and her sisters would stand on the bank on Canal Street and watch the welders weld and throw rivets on

the ships below. Their father always warned them to not look directly at the welding, so that it wouldn't blind them. Kay also remembers the whistle blowing from the shipyards at noon, telling everyone it was time for lunch.

Of all significant events in Port, Kay remembers the terrible fire one winter at the Nubone Corset Company when she was 10 or 11 years old. She remembers watching the fire, and seeing things fly out of the building. Later, she and her sister found a corset

frozen in a puddle of water. They chipped it out and brought it home to their mother. The Corset Company had employed many women in Port, but closed after the fire and the building was made into apartments.

Other significant events Kay recalls

"The dairy deliveryman would sometimes like to stop for a beer at the hotel on Lock Street when he finished his route, and horse and wagon would go back to the dairy by themselves."



Continued next page

Tell Us Your Story ... Continued

were the November 11 Cenotaph Parades. “Rhoda Seburn always sang in those days.” She also fondly remembers the Emancipation Day Picnics in Lakeside Park. “Everyone went to enjoy the barbecues and the games.”

* * *

Ron’s time in Port is slightly less long, but not by much. He moved here from St. Catharines when he was four and, in his childhood, he moved a number of times since his dad was in the army. However, he came back to Port before he was a teenager, and then became very active in playing hockey and lacrosse for Port. He was pretty good at both, so, as an adult – and wanting to give back to the community – he coached both sports for the Star of the Sea and community. The Legion sponsored the older clubs, and the Lions the younger ones. Ron was the First Chairman of the Minor effort to have more Legion was the first one and later, other legions committees. Ron’s Port were honoured by Lacrosse Hall of Fame in inducted into the St. and on November 9, Hall of Fame. Much of can be seen at the St. Catharines museum at Lock 3. In earlier years, Ron served as a volunteer at the museum to tell visitors about lacrosse history.



Sports Committee, the Legion’s sports activity in Port. Port’s to have such an arrangement, in the area developed similar contributions to Lacrosse in his being named to the Ontario 1999. On May 3, 2011, he was Catharines Sports Hall of Fame, 2013, the Canadian Lacrosse the history of lacrosse in Port

Much has changed in Port over the years, of course. This is normal. When asked what change is most striking to her, Kay immediately responded, “We don’t know everyone anymore.” And secondly, “there are very few children now. So many people have dogs, but not many have children.” ■

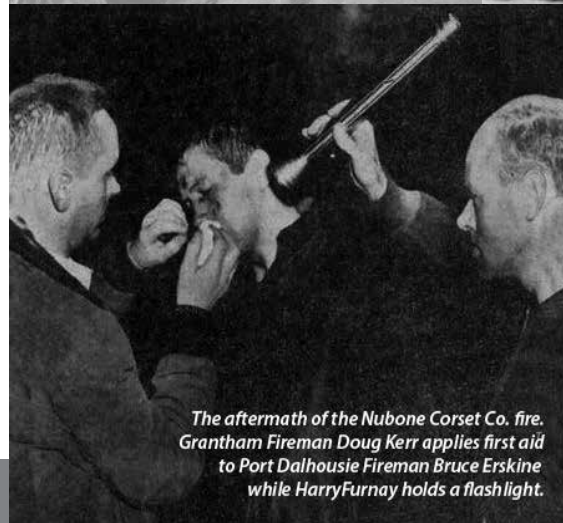
Do you have a Port Dalhousie story to tell? Or know someone with a story that should be told? If so, please contact us with their name and contact info.



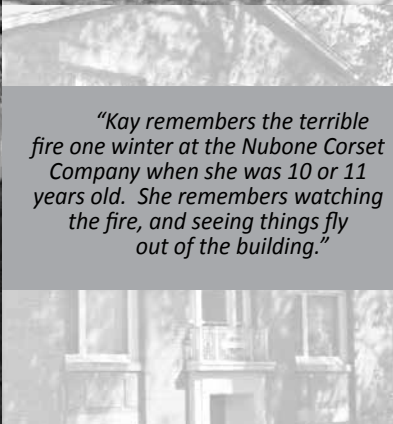
“Ron delivered groceries with a bicycle from the Red & White Store when he was 12 or 13 years old. There were no egg cartons, so, for delivery, fresh eggs were wrapped in tissue paper frugally taken from the oranges, and then carried in the bicycle basket.”



The Red & White grocery store was located at the corner of Elgin and Main. (now Pla-Mor Lanes)



The aftermath of the Nubone Corset Co. fire. Grantham Fireman Doug Kerr applies first aid to Port Dalhousie Fireman Bruce Erskine while Harry Furnay holds a flashlight.



“Kay remembers the terrible fire one winter at the Nubone Corset Company when she was 10 or 11 years old. She remembers watching the fire, and seeing things fly out of the building.”



Jim Bradley, MPP
St. Catharines

I am honoured to represent the people of St. Catharines.

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Report from Councillor Carlos Garcia Port Dalhousie Ward

Here is my report on my work on behalf of the residents of Port Dalhousie Ward and all of St. Catharines as your representative at City Council over the period from August 2017 through February 2018.

Labour Day Parade 2017

On September 4, I once again represented Council in the Labour Day Parade in Merritton. We assembled at the Pen Centre and walked the 3 Km route along Glendale Avenue and down Hartzel Road to the Merritton Community Centre. We walked with grocery carts to collect food and cash donations for Community Care -a great local charity. There were at least 55 entries in the 71st annual parade with marching bands, floats, clowns, political leaders and labour organizations.

Increasing Incentives to Restore Heritage Buildings

At the October 16, 2017 meeting, Council passed my motion that included the following measures: increasing the individual and total Designated Heritage Grants available; initiating the process to expand the Façade Improvement Program and; directing Building Staff to inform all applicants that there may be Alternative Solutions under the Ontario Building Code for the restoration of Heritage buildings.

Rehabilitation of Port Dalhousie Piers

On October 30, 2017 Council passed a motion directing "...the Mayor and CAO to communicate the City's interest in negotiating the transfer of ownership and responsibility of the piers from the Department of Fisheries and Oceans to the City, contingent on adequate Federal funding to repair and reopen the piers, as estimated between \$28 million to \$33 million, and future maintenance of the piers be included in the negotiations." Please note that this direction is not due to the City's request but, rather, reflects the Federal Government's position that the City must take ownership of the Piers in order to receive the required funding. Then, on February 27, 2018, the new Federal Budget specifically listed the piers as one of four priority projects included within a \$250-million increase in small craft harbour funding. We have worked closely with MP Chris Bittle on this and thank him for his efforts. Hopefully, construction will start very soon.

Objection to Charges Against Veterinarian Being Dropped

In mid-November, Council unanimously supported my motion regarding Dr. Rehki who had been charged after four former employees filed a complaint about the treatment of animals in his care, and submitted a dozen surveillance videos as evidence of the animal abuse. Then on November 4, 2017, the Crown dropped all charges against Dr. Rehki, and this led to

outrage throughout the community. My motion stated that "Council, like the community, wishes to add its voice in objecting to these charges being dropped and ... that Council formally request a written explanation from the Crown to determine why this happened." Unfortunately, we did receive an explanation with the excuse that they felt there was no chance of the Crown winning the case.

Niagara Peninsula Conservation Authority (NPCA) Motions

My fellow Councillor Bruce Williamson and I continue to be at the forefront of pressing for transparency and accountability at the NPCA. This reflects very serious questions raised Region-wide about the financial and human resource management of the NPCA and its ability to carry out its conservation mandate -as well as their using public funds to sue a private citizen. Council has previously passed a number of motions requesting a Forensic Audit and on December 11, 2018 we passed Councillor Kushner's motion requesting "that the NPCA Board disclose the total amounts spent on the lawsuits, including the suit by the NPCA's then CAO, which the NPCA also funded". In addition, on December 18, 2017, we passed Councillor Stevens' motion requesting that the Premier of Ontario to immediately appoint a Supervisor to take over the operations of the NPCA.

Secondary Plan for Port Dalhousie's Core

In 2015, Council approved Staff's recommendation to develop a new Secondary Plan "to address matters including heritage conservation, built form, parking demand, public space, transportation and urban design and the Heritage Guidelines for the Core." This is a most important plan as it will include specific policies on how development should proceed in the full Core and Harbour area. Unfortunately, the Plans have inexplicably been delayed by a full year so, on December 11, 2017, Council passed Councillor Williamson's motion directing Staff "to submit the new Secondary Plan and Heritage Guidelines to Council ...no later than the January 15, 2018 meeting". Then at the January 15 meeting, the consultants presented the latest drafts but told Council they had submitted their first drafts right after the 3rd and final originally-scheduled Open House in November 2016 and, since then, have been making changes at the request of Staff. The Recommendation from Staff was scheduled for April 9th.

Public Meeting on New Tower Proposal for the Commercial Core

On December 12, 2017, a public Council meeting was held at the Performing Arts Centre regarding the proposal by Fortress for a 220 unit condo building. Over 240 people attended the special planning application meeting, held in Partridge

Hall rather than city hall to accommodate the anticipated crowd. We heard from 37 speakers, over almost five hours, who spoke in favour and in opposition to the proposed condo development. The majority of speakers were opposed to the proposal due to concerns over: height, number of units, traffic, parking, infrastructure capacity and lack of community benefits. At the end of the meeting, Fortress announced they had already filed an appeal with the Ontario Municipal Board the day before. Council will take all the public input received under consideration when a Planning Recommendation comes before us. NOTE: In addition to this proposal the City has received two other proposals for a further 204 condo units in the Harbour area (see below)

Other Major Developments in Port Dalhousie Ward

I keep abreast of other proposed developments including:

Beaches at Port.

Construction of this 7-storey project at the bottom of Dalhousie Avenue is proceeding after lengthy delays. I continually push for reconstruction and re-opening of the stairs to the park which have now been closed for over a year inconveniencing our residents.

Legion Project

On January 10, 2018 I attended an Open House on this proposal. Rankin Construction proposes to demolish the Legion and build an 8-storey condo building with 51 units and space for the Legion.

83-85 Scott St.

On January 17 I attended an Open House on the latest proposal. The developer proposes two new towers of 11 and 14 storeys where only 8 storeys are allowed. Area residents are strongly opposed.

Lincoln Fabrics

Developer proposes to add 2 storeys to existing building and a 9-10 storey addition behind it to accommodate a total of 153 condo units. Open House was held February 22.

City Budget Passed on December 18, 2017

For the first time in many years (maybe ever), Council approved the following year's budget BEFORE the end of the current fiscal year. This was the result of major efforts by the Budget Standing Committee and Staff who met many times throughout the year. I sit on the Committee and pushed hard for this arguing it is unacceptable to approve a budget in March of the applicable year as was usually the case. We also managed to hold the increase in spending over the previous year to just over 1.6%.

Bill Burgoyne Arena (BBA)

At the January 29, 2018 meeting, Council withdrew a controversial motion, tied to exploring the feasibility of third-party management of BBA after strong opposition from the community and some councillors led by Councillor Williamson. BBA was built and paid for by community volunteers and then entrusted to the City to operate for the benefit of our citizens. We are glad that the notion of turning over the only rink in the north-end to a third-party operator has been quashed.

2018 Federal Budget Includes Rehabilitation of Port Dalhousie Piers

In October, 2016 Council unanimously passed my motion requesting that restoration of full pedestrian access and reinstatement of transient boat mooring facilities, be addressed within the scope of the engineering drawings being undertaken by the Federal Department of Fisheries and Oceans, Small Craft Harbours. This design/engineering work was completed in the spring of 2017 as planned. On February 27, 2018, the new Federal Budget specifically listed the piers as one of four priority projects included within a \$250-million increase in small craft harbour funding. We have worked closely with MP Chris Bittle on this and thank him for his efforts. Hopefully, construction will start very soon.

Port Dalhousie Business Association Board of Directors

I have again been appointed as Council's representative on the PDDBA Board. I rely on my extensive business-planning experience to provide all possible assistance to strengthen the existing businesses and revitalize Port. It is always my pleasure to participate in, and show my support for, the opening of new businesses anywhere in the City, and particularly in Port Dalhousie

Supporting Community Organizations

Along with Councillor Williamson, I continue to work closely with the volunteers at the Port Dalhousie Beautification and Works Committee (BWC) and other community organizations in Port Dalhousie Ward. The BWC has spearheaded a number of great projects including flower planters, garbage enclosures and the restoration of Lock 1 of the Second Canal. In addition to the BWC, we support the volunteers at the Port Dalhousie Conservancy, the Grantham Optimist Club and the Henley Regatta, which held its 135th annual event last year.

Thank you to our residents for keeping their sidewalks shovelled this past Winter and, as always, a very special thank you to my fellow Port Dalhousie Ward Councillor Bruce Williamson for his invaluable advice and support. ■

New Businesses
in Port

Cefalu
Rustica Eatery
&
The Rib Crib
(formerly The Host)

Welcome to the
Neighbourhood!

Port Dalhousie Beautification and Works Committee Report

The BWC had a pretty active run up to the Christmas Season in that all of the flower boxes were converted from Summer to Fall blooms and then to Christmas decorations. All of the greenery and decorations were put in place by our able volunteers.

The flower boxes will need to be replaced for next Spring. To that end Mr. Rocco Giovannelli – who will be opening his new restaurant, Cefalu Rustico Eatery on the corner of Lock Street – has agreed to donate a large number of permanent metal flower boxes to be fixed along the rails on that corner. We look forward to installing these in the early Spring.

We take this opportunity to call out for more volunteers to put in an hour or two from time to time.

Please contact us at portdalhousie@yahoo.com if you think you can help.

We managed to get the City to repair the lights so they are working on most of the trees down Lockport St. We expect to further improve this decorative lighting for next winter season.

Many of you will have noticed that the Lock One refurbishment is underway and the stage structure is in place. We understand the job will be completed this Spring.

The Third Annual Lantern walk took place on December 16th and started from the new Pavilion. Our new restaurateur Rocco Giovannelli provided hot chocolate and roasted chestnuts enjoyed by the crowd of over 200.

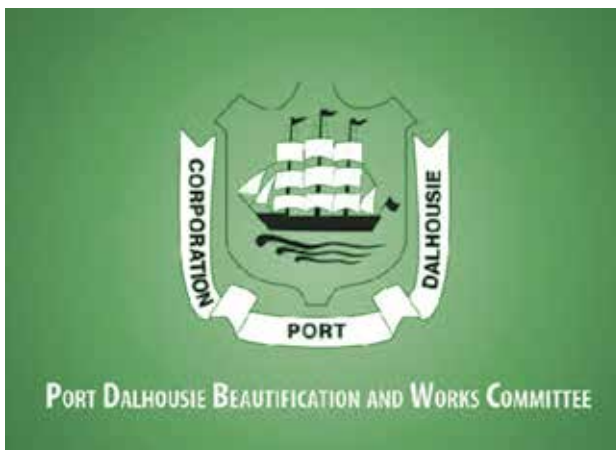
Mayor Walter Sendzik stated that this was the first time the Port Pavilion, old or new, had been used for a winter event.

Though never intended to be a fundraiser, this event brought in some donations.

The proceeds from the “sale” of the lanterns, some \$800, were donated to “Out of The Cold” to help feed some less fortunate citizens of St. Catharines.

We wish to thank the performers, St. John’s Church in Port, Ian Wood, The Salvation Army, Eagles Nest Church and Zan Dominik and friend for volunteering to share their musical talents.

Also, a big thank-you to all of the friends and relatives who volunteered and helped with the smooth running of the event.



BWC invites you all to our 2nd annual “Dancin’ Through the Decades” with DJ Dominoes. The theme is “Movie Mania”. Dress up as

your favourite movie character! A prize will be awarded for the best costume and for best live character portrayal.

Tickets are \$20 each and this includes a hot buffet dinner. There will also be a cash bar.
When? Saturday March 24th 2018
Where? Port Dalhousie Lions Club
Time? 7.00 pm - 1.00am
Sorry - no reserved seating!

**Buy your tickets REEL fast,
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The Rocky Road to Port Dalhousie

Port Dalhousie has always had limited road access, but in earlier years it proved to be a circuitous and arduous journey

For many years, one of the problems faced by local residents was that of road access to Port Dalhousie, particularly from the east. The difficulty was caused by the location of the village on the west side of the 12 Mile Creek/Welland Canal, and by the natural topography and steep banks of the watershed.

Port Dalhousie was readily accessible by water from the lake, as well as via the Twelve Mile Creek, particularly after the construction of the 1st Welland Canal during the late 1820s. However, travel to the village via the early road network was circuitous and much less convenient. Travelers from St. Catharines favoured crossing the creek/canal at a point the old Welland Vale, and continuing into Port along Martindale and Lakeshore Roads.

The situation was far more arduous for the local residents who lived north and east of the Welland Vale crossing. They faced a longer trip into Port using Ontario Street (the "Lake Road") or along Lakeshore Road. The difficulty with this route was that the Lakeport Road crossing over the old canal did not exist until the 1840s. The land required for the Welland Canal had been expropriated from private owners, and Front Street was established as the

boundary between the village and the canal lands. Unfortunately, the directors of the canal had not made any provisions for a road or bridge that would span the canal between the village at Lock and Front Streets and the opposite bank.

During the late eighteenth century, authority to approve and to pay for infrastructure projects had been vested in the local magistrates for the Niagara District. These men of the "General Quarter Sessions of the Peace" convened at the old court house in the Town of Niagara four times each year (typically in January, April, July and October.) When the court was in session, the existence of a wide variety of business was brought to the attention of the justices. Naturally, there were many petitions for new roads and bridges.

The surviving records from the "Quarter Sessions" indicate that area residents had petitioned the magistrates sometime around 1834 for a survey with a view to constructing a "new road." It was to be 40 feet (12 m) wide, located in a "good and dry situation," and it would prove to be "of great public utility." The line of the proposed road was surveyed and laid out by George A. Ball on the east side of the Twelve Mile Creek. It ran

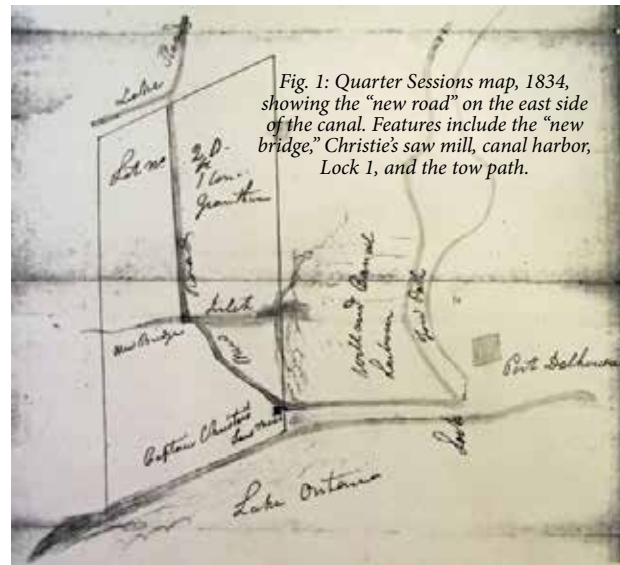


Fig. 1: Quarter Sessions map, 1834, showing the "new road" on the east side of the canal. Features include the "new bridge," Christie's saw mill, canal harbor, Lock 1, and the tow path.

northward across Lot 20 Concession 1 in Grantham Township from the "Lake Road," and it appears to have begun somewhere in the vicinity of where Lighthouse Road and Lakeshore Road intersect today. About half-way between the Lake Road and the lake, the new road intersected Bowman's Creek, a minor tributary of the Twelve Mile Creek. Following the construction of the various works associated with the Welland

Railway, the creek and its inlet eventually formed a pond which remained a feature on the Michigan side of the canal until at least the 1920s or even later.

The presence of the creek necessitated the construction of a small bridge at this spot. This bridge is known to have been a wooden structure built on piles. The work was executed by an individual named George Flanders who served as one of the early police constables for Port Dalhousie in 1836-37. The Quarter Sessions records indicate that the road and bridge may have been completed as early

as October 1835. George Adams and Nathan Pawling inspected the work and submitted a certificate to the magistrates in which they affirmed that the bridge was complete and that £15 had been spent upon its construction. The amount referred to in the certificate was paid by the Treasurer for the Niagara District in January 1837. After the bridge, the road veered off in a north-westerly direction

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The Rocky Road to Port Dalhousie ... Continued

from Bowman's Creek toward the natural mouth of the Twelve Mile Creek. The road crossed along a naturally occurring sand bar via another small bridge, and ran through what is now part of Lakeside Park. The road across township Lot 20 was shown in 1876 on a map of Grantham published in Page's Atlas, and parts of the road were still evident and mapped in 1886.

In addition to the road providing access into Port Dalhousie, it also conveyed travelers directly past a saw mill which had been built near the confluence of the Twelve Mile Creek and the lake by Captain John Christie.

John Christie (b. ca. 1794) was a native of Greenock, Scotland. He served as a "Captain" in the Royal Navy, and was stationed in Jamaica during the 1820s. He was first married to Nancy Blake, and their daughter, Elizabeth Blake Christie, was born in Jamaica ca. 1827. Sometime thereafter, the family moved to the Niagara District of Upper Canada and by December 1832 Christie had purchased the land adjacent to the east side of the Twelve Mile Creek harbor. Christie farmed part of this land, which he named the "Welland Hill Farm," but sometime around 1833 he constructed and operated the aforementioned saw mill. Captain Christie was named in the minutes of the

Christie, who was born at Port Dalhousie in August 1841. Captain Christie died at his residence in Grantham on Feb. 3, 1848 (St. Catharines Journal, Feb. 10, 1848.)

Martindale Pond is a partially man-made feature that was created during the construction of the Second Welland

into Port, it was necessary to build a "new road to St. Catharines" linking the village with the east side of the canal.

The new road crossed Lock 1 over a swing bridge and the waste weir by a smaller fixed bridge. During the mid-19th century, industries sprang

stood the grist mill of Robert Lawrie and the flouring mill operated by Robert and John Lawrie. These mills were erected sometime around 1850 and received their water power through culverts under the road. The Lawrie brothers also built a wharf and storehouse on the south side of the road which were associated with their milling operations. There was a small dry dock on the south side of the road, just east of the waste weir, which was owned and operated by Messrs. Donaldson, Andrews and Ross.

By the 1870s, the topography of Port changed yet again when the construction of the 3rd Welland Canal began. At that time Lock 1 of the 3rd Canal was built, which required the construction of yet another swing bridge on Lakeport Road. The dry dock referred to above was removed in 1873 when the new canal lock was built. The swing bridge at the foot of this lock remained operational until the late 1960s, since work continued at the old Muir Brothers dry dock until that time. There are undoubtedly many residents in St. Catharines who can remember waiting at this bridge while a vessel transited through the lock into the old canal. When the dry dock operations ceased, the swing bridge was removed and the current road alignment over the hydro weir was constructed. ■

- Brian Narhi

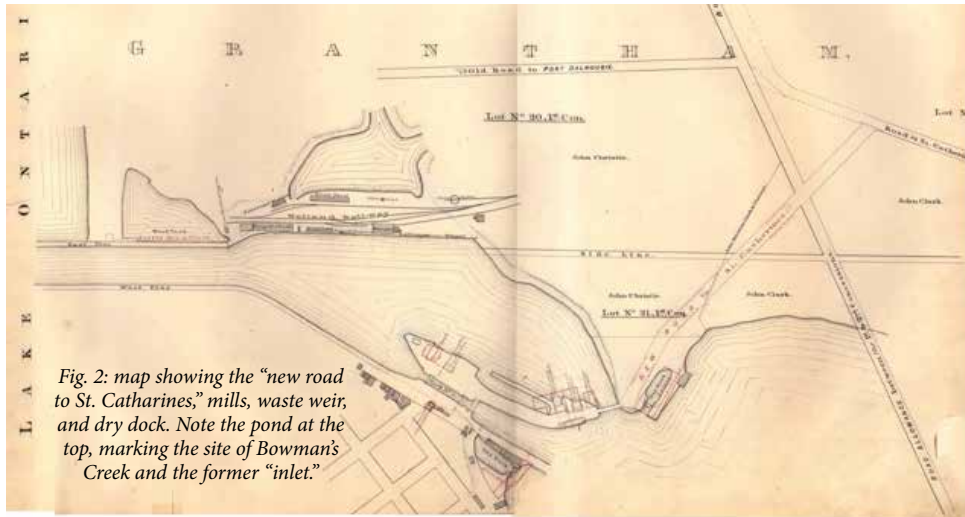


Fig. 2: map showing the "new road to St. Catharines," mills, waste weir, and dry dock. Note the pond at the top, marking the site of Bowman's Creek and the former "inlet."

Canal. The entry lock for that canal, and the nearby waste weir, were built during the mid-1840s. When the route of the canal was straightened and extended northward and the piers were built, the old road near Christie's saw mill was obliterated. In order to provide access

up along this road which made use of the hydraulic power provided by the canal. These included R. Morrison's saw mill (later operated by Sam Smiley) located immediately beside the waste weir. Beside the saw mill, where the LincolnFabrics building is now located,



Fig. 3: detail of Lakeport Road, showing the waste weir, saw mill, and Lawrie's mills.

General Quarter Sessions of the Peace for the Niagara District between 1835 and 1837. During that time, he served as a road and bridge commissioner and paid for the construction of the bridge foundations. Newspaper notices show that various social events, such as wedding receptions, were held at the "Welland Hill" farm during the 1830s and '40s. Christie's first wife died, and he was married for a second time around 1840 to Elizabeth Clements. They had a daughter named Catherine Grace Higginson

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One of the challenges facing Port Dalhousie is developing a comprehensive and effective transportation/traffic plan.

Port Dalhousie, situated on a peninsula, is almost completely surrounded by water and there is nothing that can be done to change that. There is only one Regional road going through it and no possibility for expanding roads or adding other points of access. As one can see from the accompanying photograph of Model Ts covering the Lakeside Park parking lot and as one understands from Brian Narhi's article about how access to Port came about, this has been a problem for a long time. However, times have changed and not necessarily for the better. True, planes no longer land on Martindale pond and ships have changed to boats, and buses have replaced trains, but automobiles have multiplied by a very great factor. In the early days, if you owned one vehicle you were considered well-to-do. Now, our homes often have two or even more vehicles in the driveway. Ferries may no longer cross the lake, but we continue to hear rumours of new attempts. If these ever succeed, it will

result in even more vehicle traffic.

With the current proposals for no fewer than three condominium complexes in addition to Beaches

spaces, bus routes and frequency, where the bus shelters will be, how wide and where the sidewalks will be and, where bicycle lanes and bicycle

characteristics of the development that the experts were hired to assess and justify. Too few of these studies pay much attention to the entire area. What will a desired revival of Port Dalhousie look like when considering the inclusion of 440 additional condos?

Our community remembers quite well the backing-up of traffic in addition to parked cars on Main Street and Dalhousie as far up as Bayview and Elgin. Avoiding Lock St. on a summer afternoon, many residents go up Martindale and around instead of even trying to go through town. Now that's a long way to go to Shoppers or No Frills!

Let's not forget that Port is also an EDR (Emergency Detour Route) as we were reminded when the QEW was recently blocked a couple of times. Access was virtually shut down to all traffic because of the volume of vehicles. This does not bode well for emergency access by first responders, such as ambulances, police and firefighters. Public safety is of prime importance.



As shown by this photo from the 1920s, parking has always been a problem in Port Dalhousie, especially on weekends and during public events.

at Port, already underway, it seems appropriate to ask our city exactly what the plans are for transportation. This includes everything from parking

stands will be placed, etc.

There are quite a few expert traffic studies of the area. However, most are specifically focused on the

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... Continued

We are often told that we will all be bicycling in the future or maybe taking UBER or sharing cars. It is said that we will be happily taking public transit and content with our single electric cars. However much we might want to believe that the future will be a lot different from today, we are not there yet. Development must deal with today's situation and perhaps plan for another five years, but it is of little help to go beyond that. People will always love their independence and avoid public transit at all costs, as evidenced by the empty buses going around the city. Even

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Toronto, a city with lots of transit options available, is gridlocked.

The reason this happens is that within walking distance, communities no longer have the services they require. Did you know that Port once had up to four grocery stores? There are no basic services left in Port: no banks, no drug stores, no hardware stores, no post office... none of the essential services.

In order to make changes, we have to have a comprehensive

transportation/traffic plan, one that is not based on unreasonable or premature assumptions. The community needs to have some guarantees; not just empty promises of pedestrian bridges and far away parking lots and cross-canal ferries. The Region is still fighting with the St. Lawrence Seaway Authority over the 500,000 dollars a year that the Port Robinson ferry costs.

We all want to enjoy basic services need to be and crosswalks need to We can't do this by and hoping for the best. alternative is to link growth that is actually doable. The Secondary Plan process Lincoln Fabrics building future developments.

Paid parking is being we really want Lakeside park in the city, to be the people have to pay to visit? folks who want to take a watch the sunset or take their kids to the playground? And what about those who just want to spend a few hours on the beach? The carousel may be just 5 cents a ride, but what does that matter if parking costs five bucks?

Port Dalhousie is both a good place to live and a popular destination for everyone in St. Catharines and Niagara. it's questionable whether we will ever be able to resolve these basic conflicts, especially in this confined area. We are willing to try but will likely need to have significant new capital infrastructure investment by the City to make it happen, and that will take away from any tax benefit that the City hopes to receive.

"Paid parking is being offered as a solution, but do we really want Lakeside Park, the most popular public park in the city, to be the first in St. Catharines where people have to pay to visit?"

a walkable community, but within reach and sidewalks connect and be functional. restricting parking and traffic We have to plan for it. The to a development strategy residents participating in the wisely advocated that the should be the height limit for

offered as a solution, but do Park, the most popular public first in St. Catharines where What will that do to the 20-minute walk on the Pier to

Thanks to John House and the Vintage Port Dalhousie Facebook page

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Old Characters of Port

From Roustabouts, Fenian Veterans and Crafty Conmen, Port had its Share of Colourful Residents

When Christine Robertson was writing her book on the history of Port in the 70s, she interviewed older residents of the town. Following are some of their remembrances of those days gone by.

“There were two roustabouts that did odd jobs like cleaning out your well” relates one 90-year old resident. “As soon as they were paid they’d go spend it at the hotel. They didn’t seem to have any fixed address so they stayed wherever they could. What we then called Hogan’s Alley, that’s the continuation of Canal Street, down to the park, behind Murphy’s store when it was on the corner and the Port Hotel. That was Hogan’s Alley in the old days. I’ll never know why they called it Hogan’s Alley. There was Murphy’s store on the corner and then there were other stores all the way down. Ice cream parlours, hotels.

Of course there was no sewage in Port Dalhousie and everybody had an outhouse. So after they came out their back door, they’d cross the alley and there were a whole row of these johns. One night the wife of one of the merchants said to her husband ‘You watch what’s going on, I have to go to the toilet.’ So she went out the back door, across the alley and into the toilet and sat down right on the lap of one of these roustabouts. She ran out screaming ‘There’s a man in there!’ I didn’t know where these fellows stayed at night but it seems that sometimes they stayed in those places. Or in barns or wherever they could find, I guess. Funny things like that I remember happening. There were some comical ones.”

“There was a crafty fellow too. On the corner, just as you cross the bridge on Lakeport Road and up the hill, there lived a fellow who had a great big timber he got off the canal. The tricky fellow wanted that piece of timber very badly. He used to do funny things to get things. You know what I mean? Well he needed that timber. He had a white horse and he went over there with his horse and told the man he wanted to sell it. He didn’t want to sell that horse at all, but he said he did. So he said ‘Wait till I show you how he can pull. Oh, he can pull. He is strong and can pull anything.’ Then he hooked onto this timber and of course, he was going downhill with it coming this way and the horse could pull it easily. And the old man was hollering ‘Hold on. Wait a minute. Wait. Hold on. You’re taking ... ‘No don’t stop him now,’ he says. ‘He just got

going good now.’ So he kept on going with the timber. Such things as that happened.”

“During the Fenian raids, troops were shipped from Toronto on the ‘Empress of India’, took the train to Port Colborne and they were in the Fenian raids before the Lincoln Regiment or the Seventh Field Battery got there. In fact the Seventh Field Battery got lost. I used to know an old-timer that was in it. Nobody had any maps and nobody knew where they were going. They’d ask a farmer and he’d say ‘You go up the road two miles and turn right.’ They’d go up there and another farmer would say ‘What did you come up here for? You should go back half a mile and turn...’ Even the farmers

didn’t know the way.”

“There were two characters in Port who never forgot they were in the Fenian raids and they used to wear their medals wherever they went. And of course the old

joke was that like Goering, they’d pin them onto their pyjamas at night. One of them used to go to church on Sunday with all these medals stung across his chest. Sometimes he’d put on his old red tunic and blue pants with the yellow stripe down them.”

“When the First War broke out he used to talk about the boys that served their country. Somebody was in the same Company and apparently they were stationed at Queenston Heights and never saw action at all. They questioned him about that. ‘Ah, you never heard a shot fired.’ ‘No,’ he said. ‘But the names those Fenians used to yell at us across the river were more than flesh and blood could stand.’ Well then one night one of the nervous sentries was out on sentry duty. “If he heard something he was supposed to yell ‘Halt!’ three times. Maybe he did and maybe he didn’t, but he shot anyway. And he shot somebody’s cow. The farmer came in next morning and raised hell about his cow being shot. So they docked all their pays to pay for the cow. Just how much, I don’t know. I might have at one time. That was a Port Dalhousie company. The story goes that those that didn’t volunteer of course would laugh at the volunteers about shooting the cow.” ■

*Excerpts from
A History Outline of Port Dalhousie
by Christine Robertson*



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Photo: Dave Robinson

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2. The last thing I want to do is hurt you ...but it's still on my list.
3. Since light travels faster than sound, some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. We never really grow up -- we only learn how to act in public.
6. War does not determine who is right, only who is left.
7. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
8. To steal ideas from one person is plagiarism. To steal from many is research.
9. I didn't say it was your fault, I said I was blaming you.

10. In filling out an application, where it says, "In case of emergency, notify.." I answered "a doctor."

11. Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.

12. You do not need a parachute to skydive. You only need a parachute to skydive twice.

13. I used to be indecisive, but now I'm not so sure.

14. To be sure of hitting the target, shoot first and call whatever you hit the target.

15. Going to church doesn't make you a Christian, any more than standing in a garage makes you a car.

16. You're never too old to learn something stupid.

17. I'm supposed to respect my elders, but it's getting harder and harder for me to find one now.

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2018 Rowing Season is Almost Upon Us

April 7 - St. Catharines Rowing Club's 72nd Annual Captain's Dinner at Holiday Inn - 5:30 - Reception; 6:30 dinner - Tickets are available at Regatta Sport (After March 1). Complimentary for summer-competitive and masters competitive athletes, others \$60.00. Special tributes to all SCRC coaches and to the 50th anniversary of the 1968 Olympic eight. Questions, Information: Louise Hastings. muskoka@sympatico.ca
April 29 - Early Bird Regatta - the first outing of the season for secondary school crews

May 6 - St. Catharines Rowing Club will host a community "TRY IT DAY" - come down to the shellhouse on Henley Island and see if rowing is for you!

May 12 - Head of the Martindale Regatta - single sculls only - hosted by Ridley Graduate Boat Club

May 13 - Mother's Day Regatta (Mom's get to present the winning crew medals!) - Secondary Schools

June 1 - 3 - 73rd annual Canadian Secondary Schools Rowing Association Regatta featuring crews from across North America

June 10 - St. Catharines Rowing Club's Boat Christening at the Alumni Clubhouse on Henley Island

July TBD - Regatta hosted by St. Catharine Rowing Club

August 5 - Royal Canadian Henley Masters Regatta

August 6 - Royal Canadian Henley Regatta Opening Ceremonies at Grandstand, including a fabulous fireworks display

August 7 - 12 - 136th Royal Canadian Henley Regatta (one of the largest club regattas in the world)

August 10 - St. Catharines Rowing Alumni's annual Henley Reunion Night - come and enjoy the camaraderie of Henley on the clubhouse patio

September 9 - Jim Stone Regatta

October 6 - Brock University Invitational Regatta



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Community Events

Work continues on the outdoor concert venue at old Lock One



Photo: Janet VanHartingsveldt

March

Saturday, March 24

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This Year's theme; MOVIE and TV ICONS

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April

Wednesday April 4th, 2018

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Saturday May 5th, 2018

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Sunday May 6; noon to 5 pm

CFUW St Catharines House Tour

Tour 5 homes in historic Port Dalhousie. Tickets \$25; available online or at ticket outlets. More information at www.cfuwstcatharines.org; or email cfuwstcatharines@gmail.com. All proceeds from ticket sales go to CFUW St Catharines' Registered Charity for Scholarships for young women and to support local charities that help women and children in need.

The Port Reporter provides free listings for any Port Dalhousie (or vicinity) area events that benefit local charities or community organizations and would be of interest to Port residents, vendors and visitors. It is at the discretion of the editorial team to include or exclude submitted events. Submissions are due by the 1st of the month prior to publication and can be sent to editor.portreporter@gmail.com.

Sunday May 6, 2018

Mandarin MS Walk

Port Dalhousie Lions Club

Check-in time: 8:00 AM

Start time: 10:00 AM

Route length(s): 5km

http://mssoc.convio.net/site/TR?fr_id=5917&pg=entry

For more information, contact Yasir Nouri:

yasir.nouri@mssociety.ca | (905) 937-7772 x26

Saturday, May 20 2018

3 X 3 Salmon Classic!

Check out St. Catharines Games & Fish Association website for more info!

June

JUNE 21, 2018

7:00 PM - 9:00 PM

21ST Annual Drumming Down the Sun & Yoga

LAKESIDE PARK JUNE 21, 2018

7:00 PM - 9:00 PM

21ST ANNUAL SUMMER SOLSTICE, DRUMMING DOWN THE SUN & YOGA ON the BEACH WITH GANGA MOON YOGA

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Every Friday

The Port Dalhousie Legion Holds a **Fish Fry** every Friday from 4 to 7 pm. Everyone is welcome. All the Fish Fry workers are Legion Volunteers. One or two piece of 7 ounce haddock dinners are available for purchase which include french fries, coleslaw, and bread. Onion rings and mushy peas are also available. Karaoke from 7:30 – 11:30 pm. Cash bar available also.

Every Saturday

The Port Dalhousie Legion offers live entertainment from 7:00 to 11PM. There is either a \$3 OR \$5 cover charge per event depending on the entertainment. Cash bar available. Call 905-934-1261 to find out entertainment schedule. Membership is not required to enjoy the fish fry, Karaoke, or the live entertainment

The Legion is always looking for new membership, so if you are interested or know anyone who is interested in the Legion, you are urged to contact them!

The Reporter is a non-profit volunteer-run quarterly publication. Volunteers are needed to join the advertising team. Do you like graphic design? Help us design ads for local businesses. Support the Reporter by helping us increase our advertising. Do you have webmaster skills? Help us redesign our websites.

Contact us at editor.portreporter@gmail.com

Ph 289-438-9155

Driving With Dad



My father has always loved cars and treated them well.

In the summers of my teenage years, I'd crawl out of bed every morning to go to work with him.

Just after 7:00 he'd start the car and put it into reverse to back down our driveway and onto Dalhousie Avenue.

I noticed a couple of things about his driving style in those years.

How his new power steering allowed him to turn onto the street with a one-finger flourish on the wheel. Very cool.

How he'd allow the car to coast backwards for a couple of seconds before it would stop itself and change to forward motion.

There was a moment of tension in that transition until the car changed direction.

I sensed that he enjoyed doing this.

A teenage boy is highly suspicious of any father having fun.

I asked him, "When you do that coast, is it good for the car?"

He looked at me, paused, told the truth, "No, I shouldn't do it, uses the transmission like a brake."
(Aha, caught him!)

I said, "It's okay with me."

It was a tiny moment between us, on one early morning.

It was my father's honesty I liked then, as a teen.

The same honesty I like now, as a man.

- Danny Peart



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Party. Procession.

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The Port Dalhousie Steamers

No, they're not a sports team, they're ships that for many years transported thousands of passengers and tons of freight across Lake Ontario to Toronto.

In the summer of 1870, the St. Catharines Constitutional advertised a trip to Toronto on the *Enterprise*. The proceeds would go to 'liquidate the debt on the new Church of St. John, Port Dalhousie. 'Six hundred ladies, gentlemen and juveniles' turned out and the weather was 'delightful'.

In the summer of 1894 the St. Catharines, Grimsby and Toronto Navigation Company established the first line between Toronto and Port Dalhousie. They engaged the "Empress of India" and later the "Garden City" and operated a cross-lake passenger and freight service. The paddle-wheel steamer "Garden City", built in 1892, had her maiden voyage on July 1, 1893, docking at Lock Two of the Welland Canal in Port.

On June 2, 1949, the *Northumberland* was destroyed by fire while moored in Port. As she had been painted at Port Weller dry dock weeks earlier, she burned quickly and totally. Miraculously the crew escaped injury. The *Dalhousie City* remained in service for one more year. The N.S. & T. line to

Continued on page 19



Above: The Dalhousie City

Top Right: The Northumberland

Right: The Empress of India



Chris Bittle

Member of Parliament — St. Catharines

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The Port Dalhousie Steamers Continued from page 17

The Enterprise, The Silver Spray, The Persia, The Garden City, paddle wheeler The Empress of India, The Lakeside, The City of Toronto, The Dalhousie City and The Northumberland.

Port was discontinued and service was supplied by buses on March 1, 1950. Gone was the thrill and excitement of arriving by street car to see the steamer moored and ready to provide entertainment, relaxation and an enjoyable ride across the lake to Toronto.

Port resident Rhoda Abel remembers taking the Empress of India to Toronto as a child:

"I remember the 'Empress of India'. It carried passengers, and fruit was loaded in its hold. We used to ship the peaches from our farm in covered baskets. We'd drive them down to the harbor with horse and wagon and they'd be loaded on the boat and sent to a firm in Toronto.

We loved to make the trip to Toronto although there wasn't any music or dancing aboard in those days. After I began working at the Rubber Factory (now Lincoln Fabrics) we used to always go to the Toronto Exhibition

(CNE). Oh, that was our big day. All of us girls from the factory would gang up together and away we'd go to Toronto to shop at Eaton's. Oh yes, I'd come home with lots of clothes. When we went to the Exhibition that boat was loaded! My father stood there on the side of the boat one time and tried to coax me not to go. He said, "Don't go. Come on, get off." You see the whole trouble was they were all on the side next to the dock and the boat was tilted. Everyone was saying goodbye to somebody and the crowd was all on one side of the boat. When it got out on the lake and they moved around, it straightened up."

Nellie Hare, born in Port Dalhousie in 1896, recalls the passenger steamers that docked at Port:

"The 'Lakeside' was the first boat that I know of, although there were others before her. Captain Wigle of the "Lakeside" used to take me over to my Grandmother's in Toronto when I was six or seven. Mother would take me to

the boat and away I'd go. The police on Yonge Street knew me, and as traffic was great even in those days, they'd make sure I crossed safely to the East side. The trip took two and a half hours, according to the weather. That old lake is a bad one once she gets going. Don't ever think it's nothing. I once saw the 'Dalhousie City' when she couldn't make the pier. It was during the war and mother was on it. The boat was coming to us with all her lights flying. A beautiful high boat. She was one hour late and you'd think she was coming right into Port on the sand. I was scared that night. The whole park was full of people watching and that captain brought her in safe. Never touched the pier. He made two or three attempts at it and you could hear everyone sigh when he made it. It was so dangerous. Then when she got inside she floated like a cork. Of course mother was a level-headed person and it meant nothing to her."

Jack Kellar, another Port resident reminisces:

"The Persia' and the 'Asia' were the two passenger boats for a while. When my grandmother was about ten she was down there one night when either the 'Persia' or the 'Asia' came into the harbor loaded with passengers. They used to stop at Lock Two and unload the passengers there. She got in the lock alright, but she hit the head lock and a big wave lifted the boat up, carried it into the harbor and dropped it. People were screaming and some jumped off. You see, all the water from Muir's Pond (Martindale Pond) was the force behind it. When the head lock was hit and opened up, the water from the pond swooshed underneath and lifted her up. The water just rushed through because it was on a higher level. They shut it off at the other locks and eventually got the level down until the old gate lifter got up and lifted the new lock into place."

- Christine Robertson



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